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CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

25X1A

COUNTRY China

SUBJECT Non-Existence of Through Trains Between China and  
USSR/Railway Building Progress

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2. Peking-Moscow through train:

- a. The elaborate official inauguration of the Peking-Moscow through train on 4 Jan 54 has been widely publicized by the People's Government on all levels on radio and in the press.
- b. The objective of the noisy publicity is as yet hard to determine.
  - (1) It may be to alleviate the increasing suspicion and resentment of Soviet personnel in Communist officialdom on the mainland.
  - (2) It may be an attempt of the International Faction within the Chinese Communist Party which is gradually gaining control of radio and press, to "cement Sino-Soviet friendship".
- c. At any rate, the claim that it is "the through train spanning the longest distance on the surface of the globe" is not true. The railway west of Manchouli on the Transiberian is wide-gauge, whereas the section connecting Manchouli with Peking (including the former Chinese Eastern and the South Manchurian) is narrow-gauge.

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3. In spite of wide and forceful propaganda, progress in railway building in Communist China, with the exception of the several lines completed in 1953, is as yet in the paper work stage. Moreover, it will be increasingly difficult to maintain the record of 1952 and 1953 for the following reasons:
- a. Insufficiency of building materials. Unless Soviet and Czechoslovakian imports are phenomenally increased, all of the old rails scrapped from the Chekiang-Kiangsi, Canton-Hankow, Peking-Pukow-Shanghai lines have been used in building sections of the Lanchow-Tientsui Railway.
  - b. Lack of labor efficiency. For the last six months, there has been a noticeable lack of reports in Communist papers of labor heroes among railway construction gangs. Nonetheless, no shortage of labor will be expected as several campaigns are underway in different parts of the country to draft labor corps.
4. Under the circumstances, the following railways, obviously projected for military purposes primarily, are expected to drag on much longer:
- a. Chengtu-Kunming Railway:
    - (1) Total length: about 700 miles.
    - (2) Progress: Chengtu-Neikiang section (part of the Cheng-yi /Chengtu-Chungking/ Railway) about 200 miles already completed. Neikiang-Kunming section, about 500 miles is being surveyed.
  - b. Paotou-Lanchow Railway:
    - (1) Total length: about 625 miles.
    - (2) Progress: Blueprints have just been completed. The surveying is to begin in March or April 1954.
  - c. Paotou-Ulan Bator-Ulan Unde Railway:
 

Details not yet publicized, but according to Canton businessmen close to party leaders, negotiations are still in progress, under Soviet leadership and mediation.

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